

CAMBRIDGE PLANNING PROPOSALS

A Report to the

Town and Country Planning Committee of the

Cambridgeshire County Council

by

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and

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VOLUME 2 MAPS AND DRAWINGS

CAMBRIDGE

AT THE UNIVERSITY PRESS

1950

LIST OF MAPS AND DRAWINGS

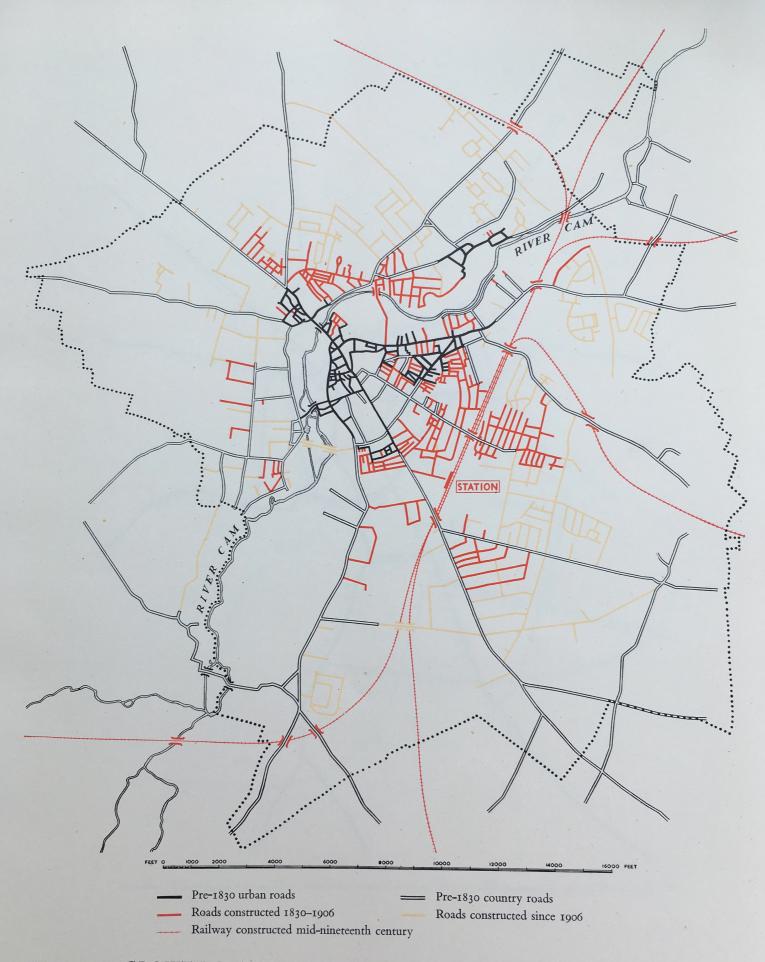
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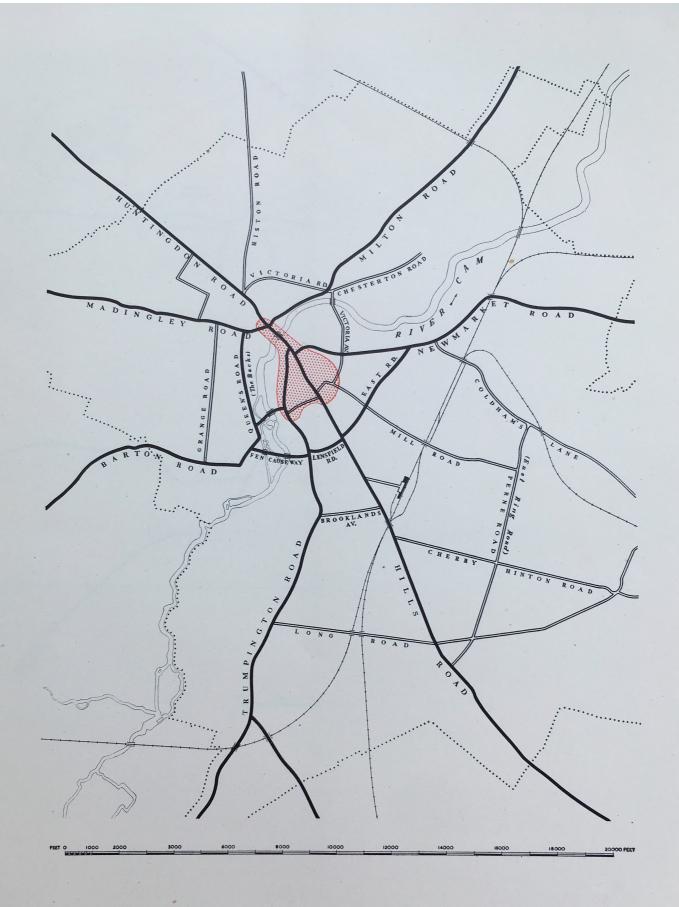
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URBAN CAMBRIDGE, BOROUGH BOUNDARY AND BUILT-UP AREA



GROWTH OF THE CAMBRIDGE ROAD PATTERN SINCE 1830



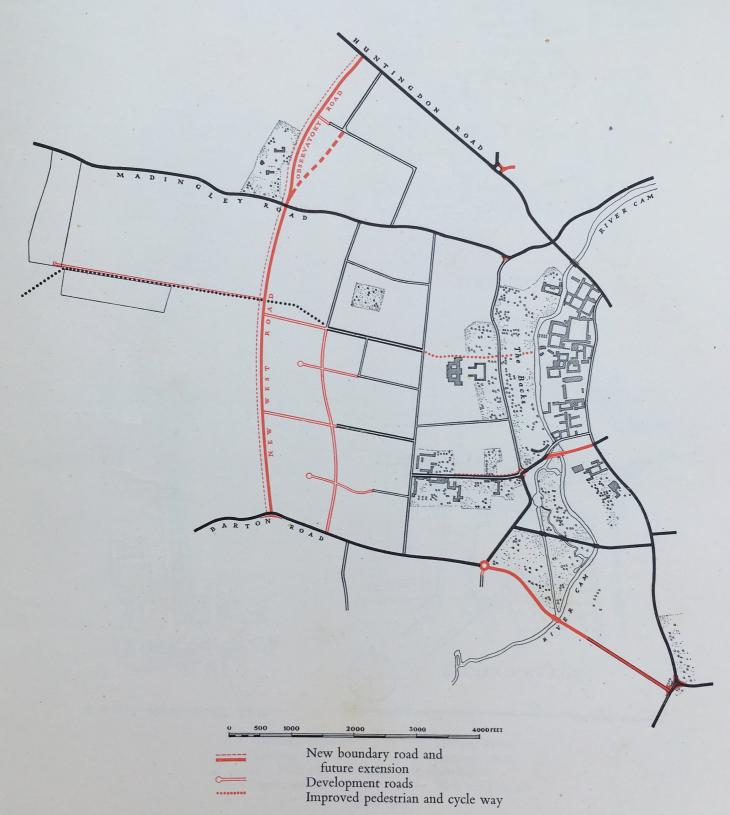
EXISTING MAIN AND SECONDARY ROADS



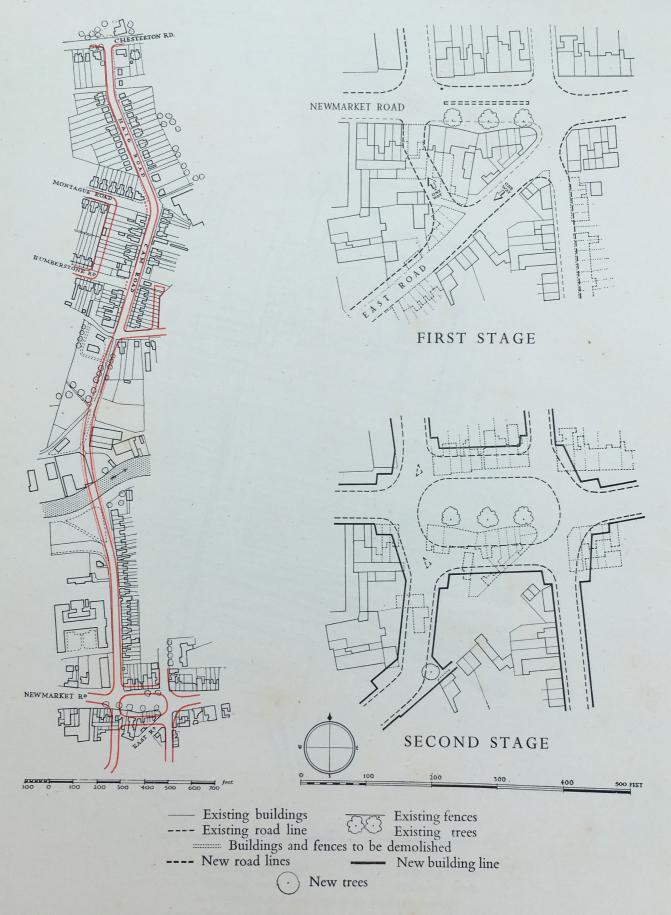
Subsequent alternative proposals prior to 1948

Draft scheme proposals now recommended for completion

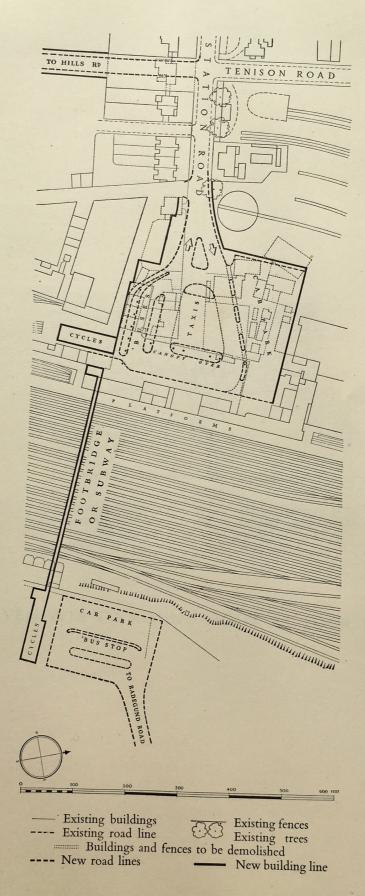
Proposed new by-passes



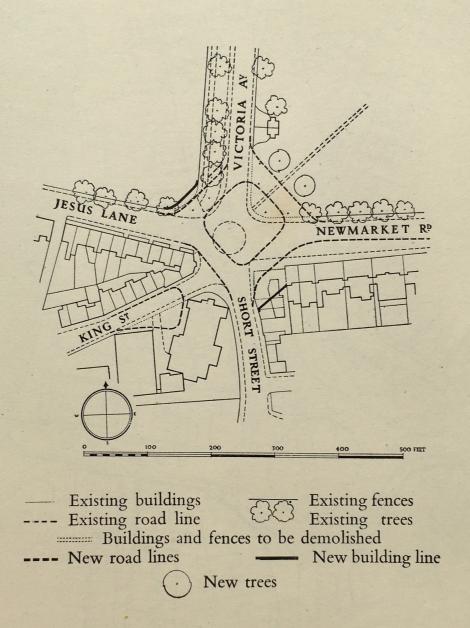
WEST CAMBRIDGE PROPOSALS



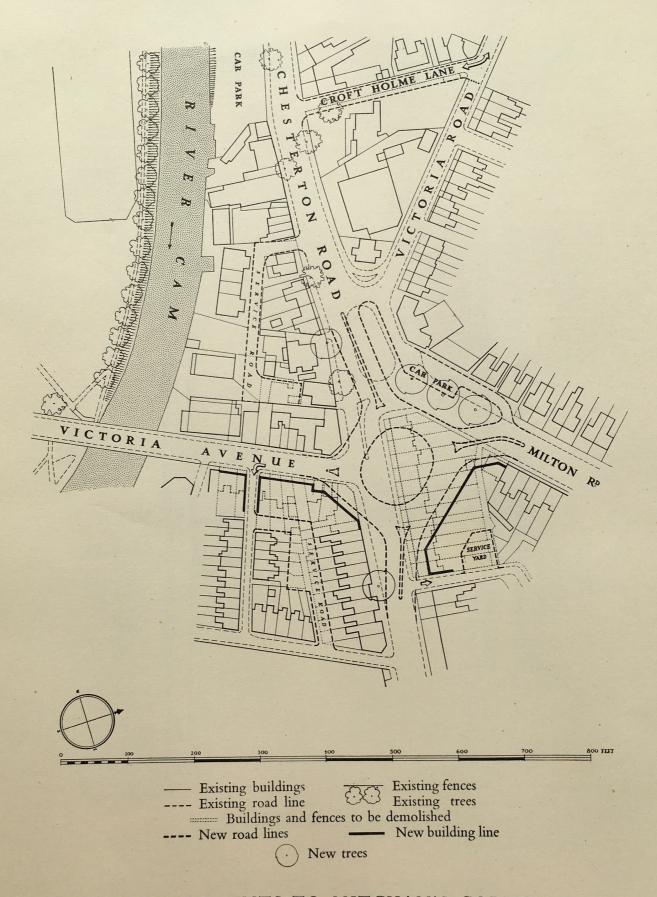
CHESTERTON BRIDGE AND APPROACHES, SHOWING DETAILS OF NEWMARKET ROAD—EAST ROAD ROUNDABOUT



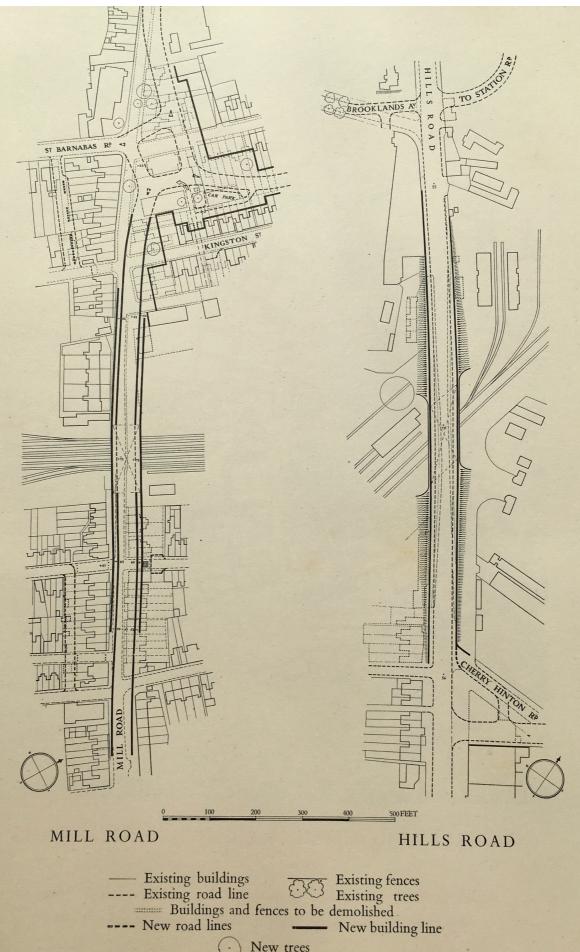
RAILWAY STATION FORECOURT



IMPROVEMENTS TO ROUNDABOUT AT FOUR LAMPS



IMPROVEMENTS TO MITCHAM'S CORNER



New trees

NEW RAILWAY BRIDGES



UNIVERSITY BUILDINGS AND THE CENTRAL AREA

Buildings wholly used by University, Colleges and subsidiary Colleges

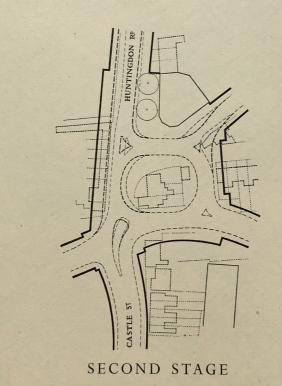
Modern buildings designed for joint College and commercial use

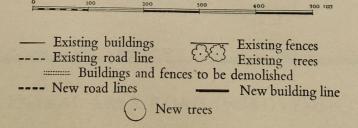


SPINE RELIEF ROAD—NORTHERN PORTION—HISTON ROAD CORNER TO JESUS LANE



FIRST STAGE

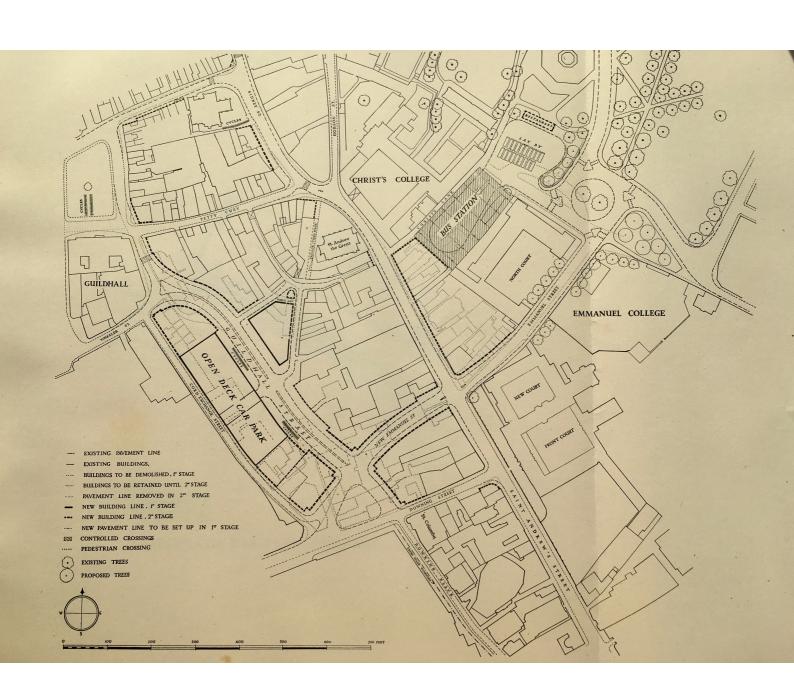


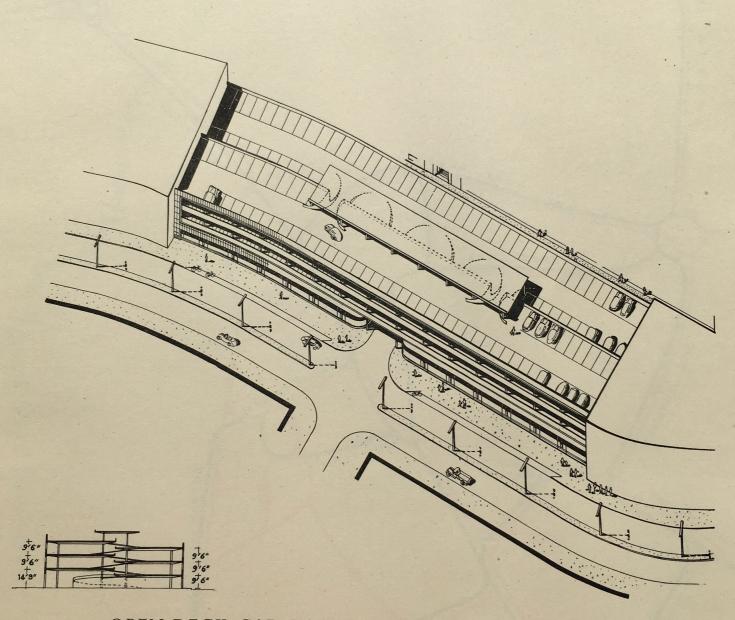


NEW ROUNDABOUT HISTON ROAD CORNER



CENTRAL AREA ROAD IMPROVEMENTS





OPEN-DECK CAR PARK: GUILDHALL STREET







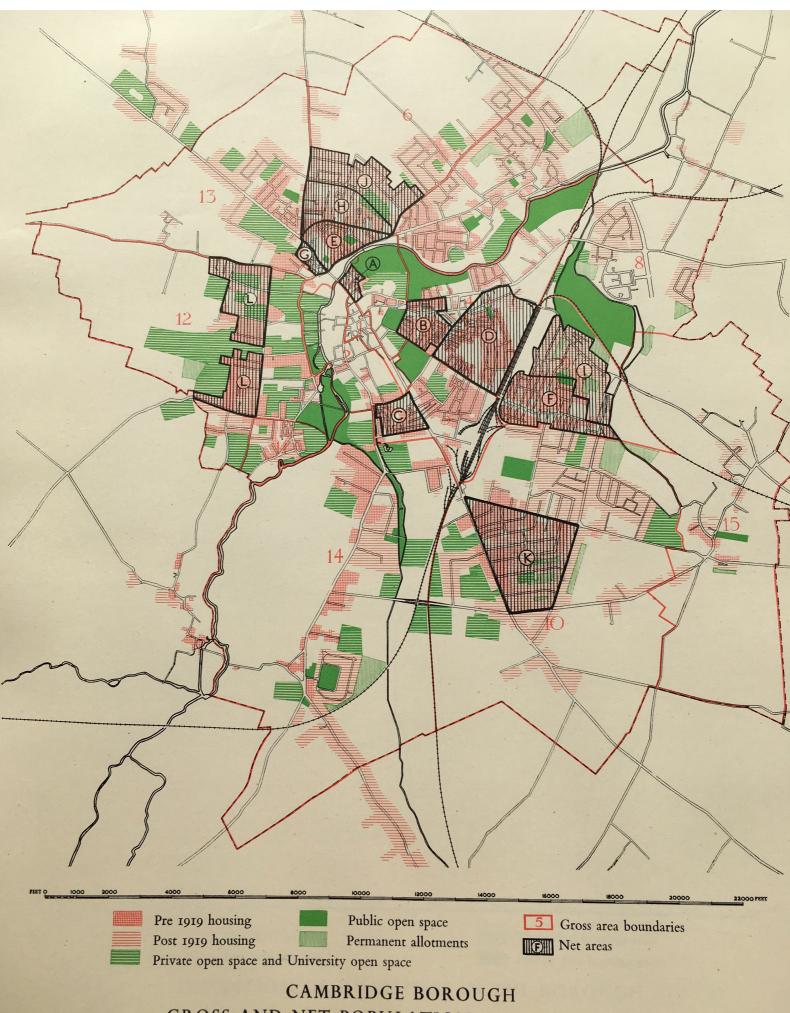
CENTRAL AREA: EXISTING CIRCULATION ADAPTED TO NEW CENTRAL AREA ROAD PROPOSALS



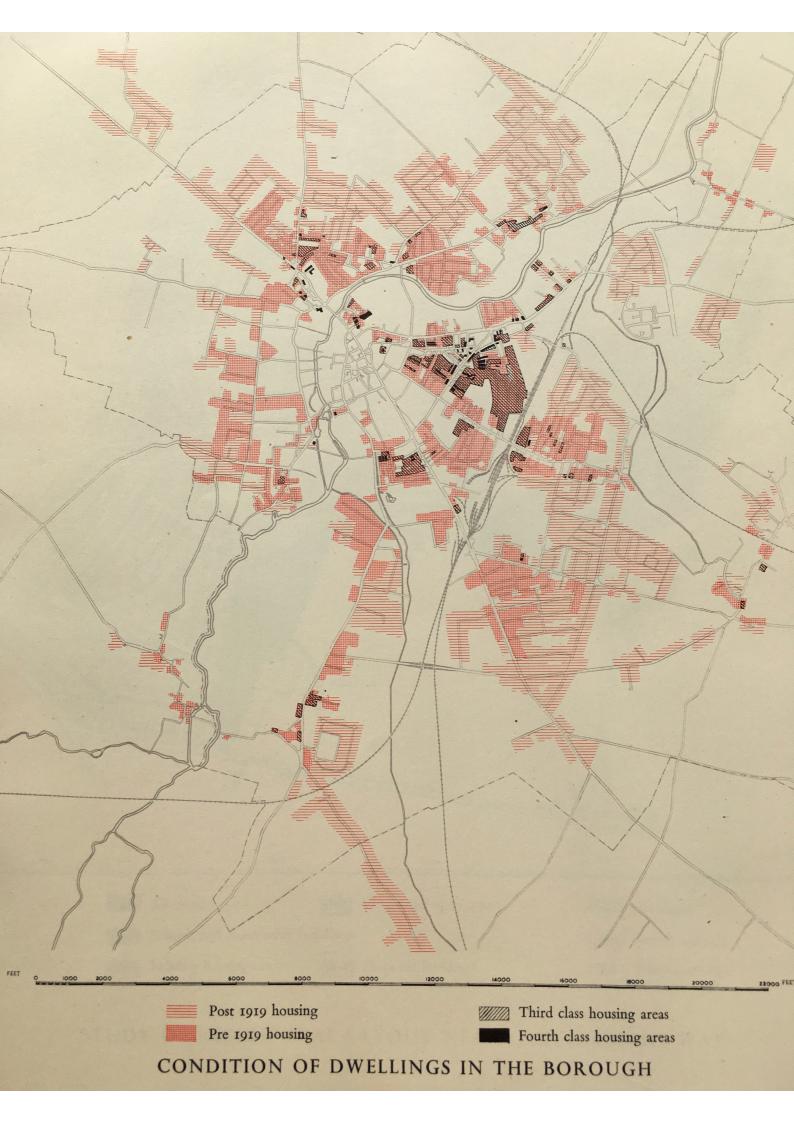
CENTRAL AREA: PROPOSED CIRCULATION AND IMPROVEMENTS
NEAR MARKET HILL



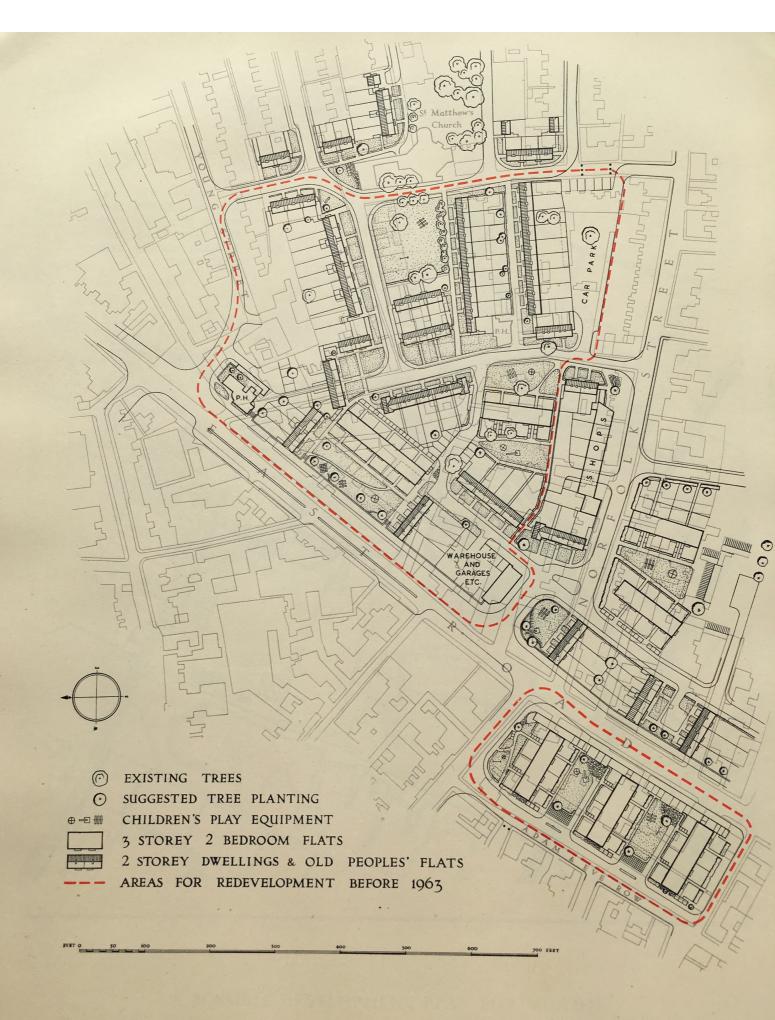
Main preservation areas and green wedges



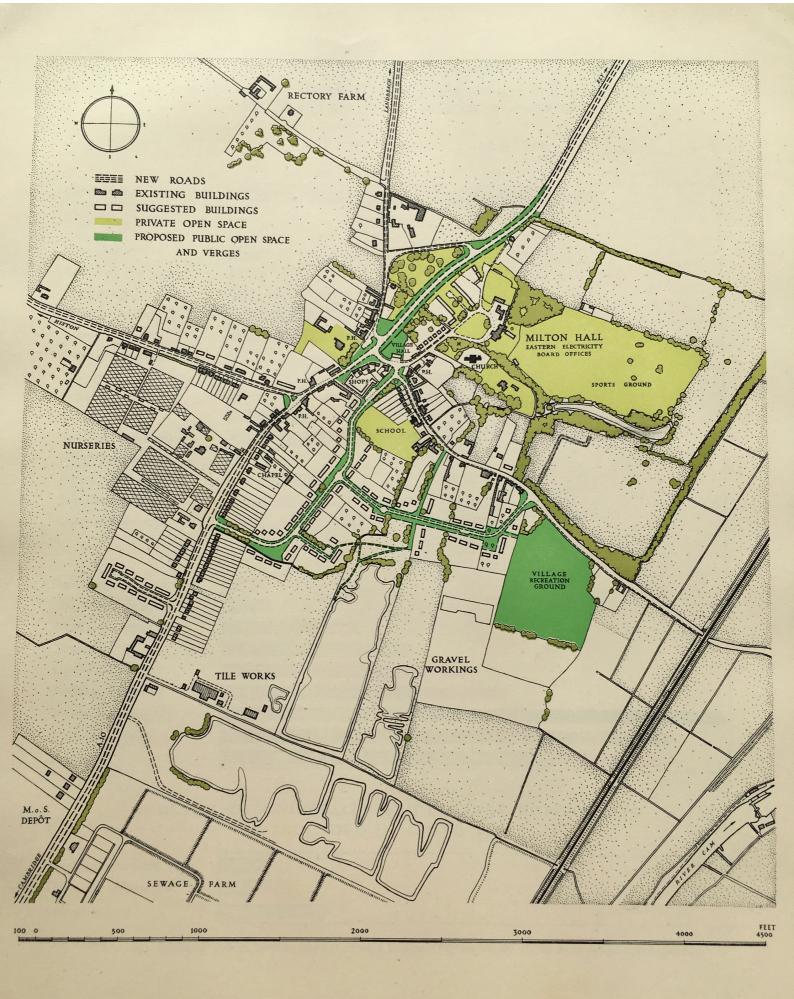
GROSS AND NET POPULATION DENSITY AREAS







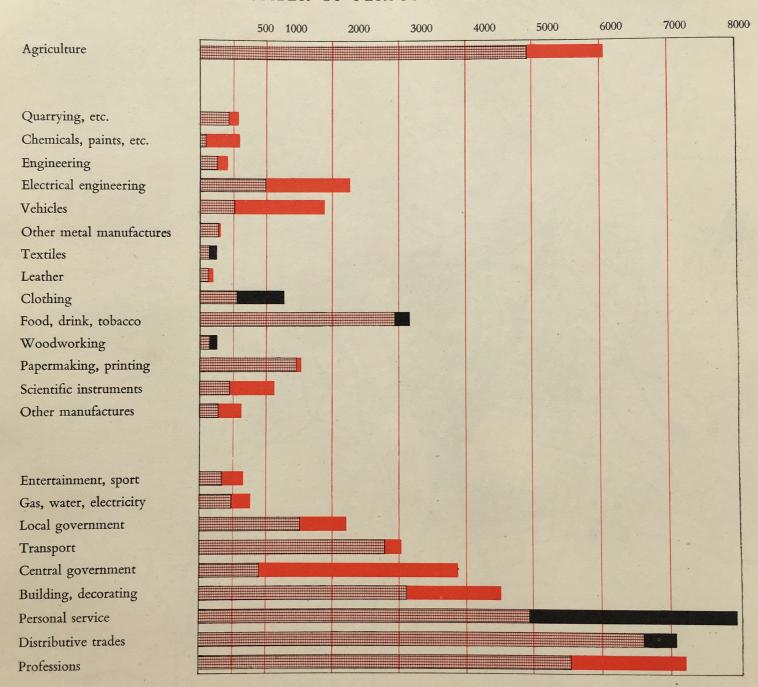
EAST ROAD AREA: SUGGESTED RE-DEVELOPMENT BEFORE 1963



EMPLOYMENT IN AND AROUND CAMBRIDGE 1931-1948

FIGURES FOR 1931 ARE SHOWN BLACK AND FOR 1948 RED. THE SOLID COLOUR DENOTES THE AMOUNT OF INCREASE OR DECREASE

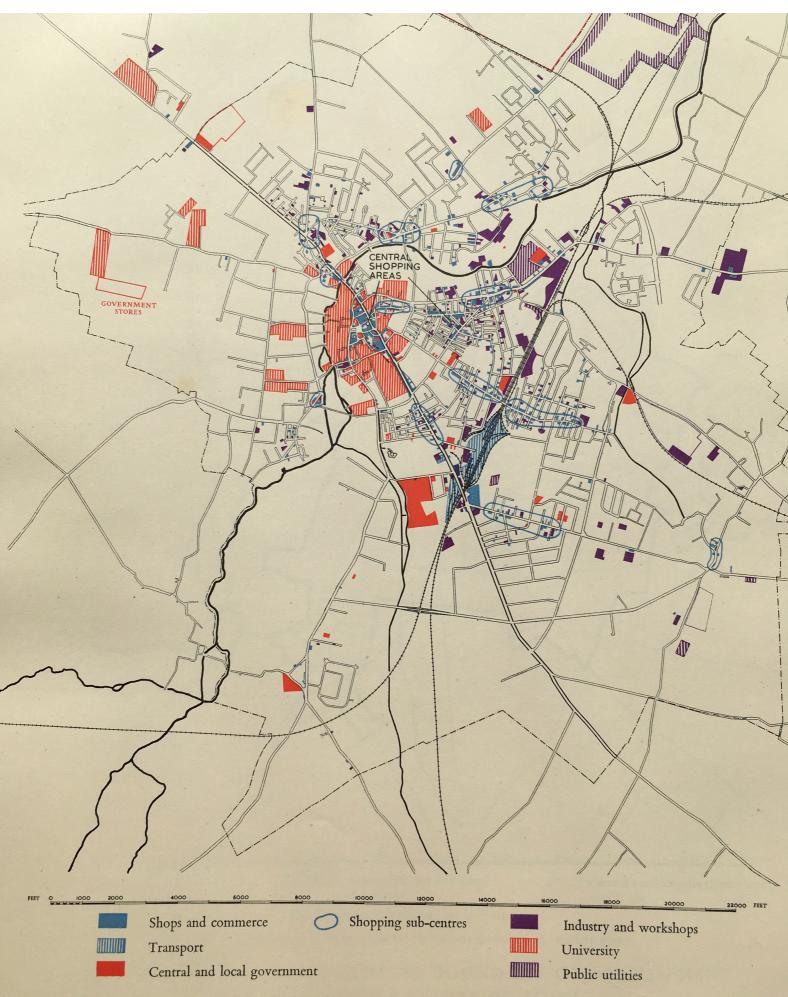
NUMBER OF PERSONS EMPLOYED



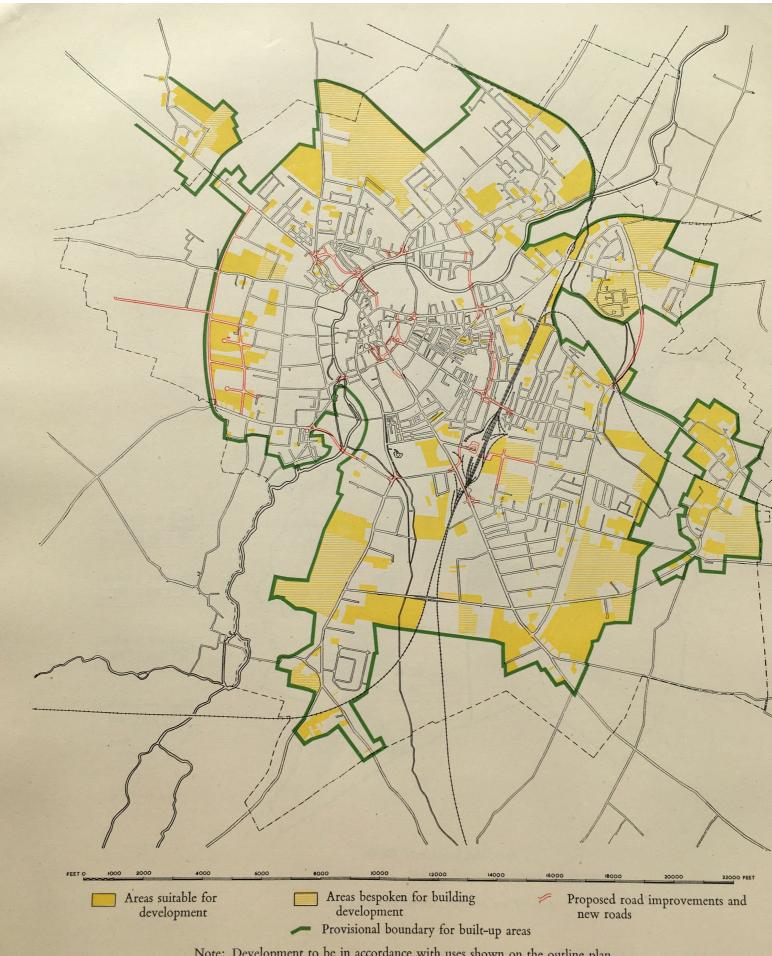
DETAIL OF UNIVERSITY AND COLLEGE EMPLOYMENT INCLUDED IN ABOVE TABLE

Teaching and admin. staff
University assistant staff
College servants*

^{*} The 1931 figures of college servants are not exactly known. Figures shown above are a rough approximation.

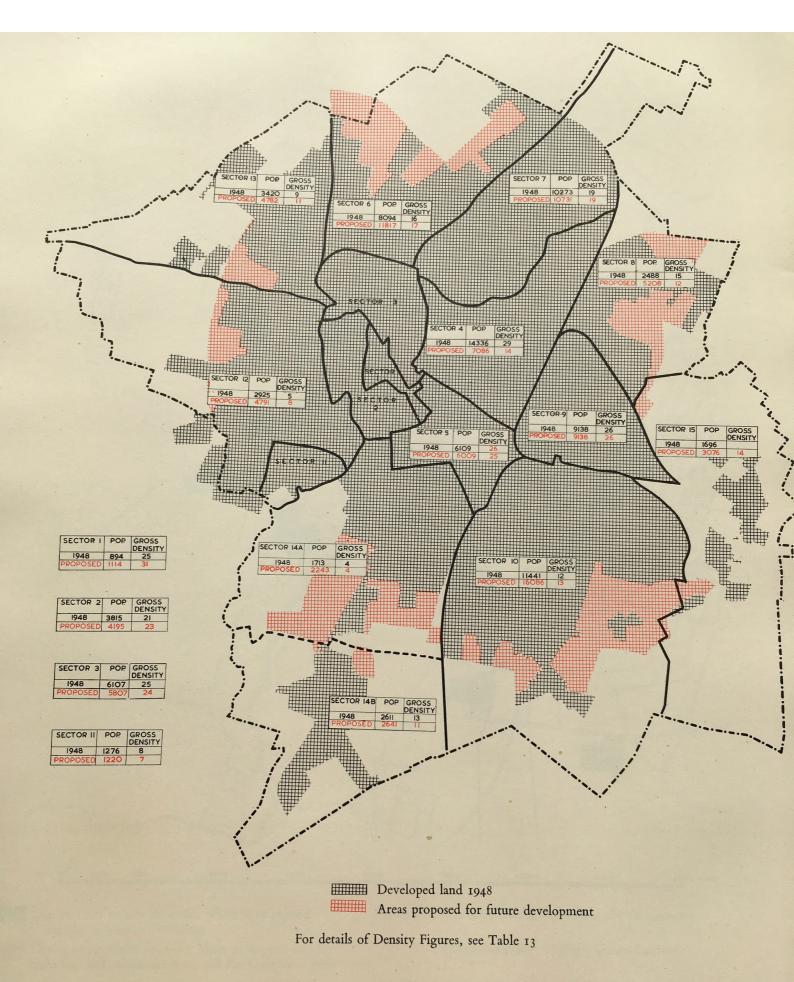


PLACES OF EMPLOYMENT IN THE BOROUGH

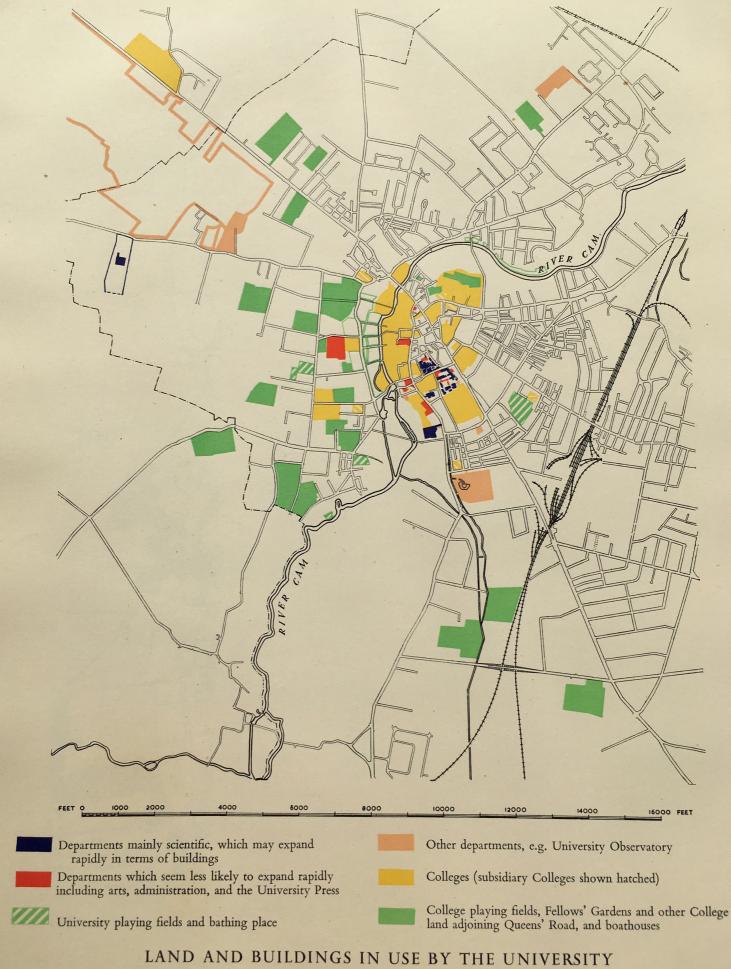


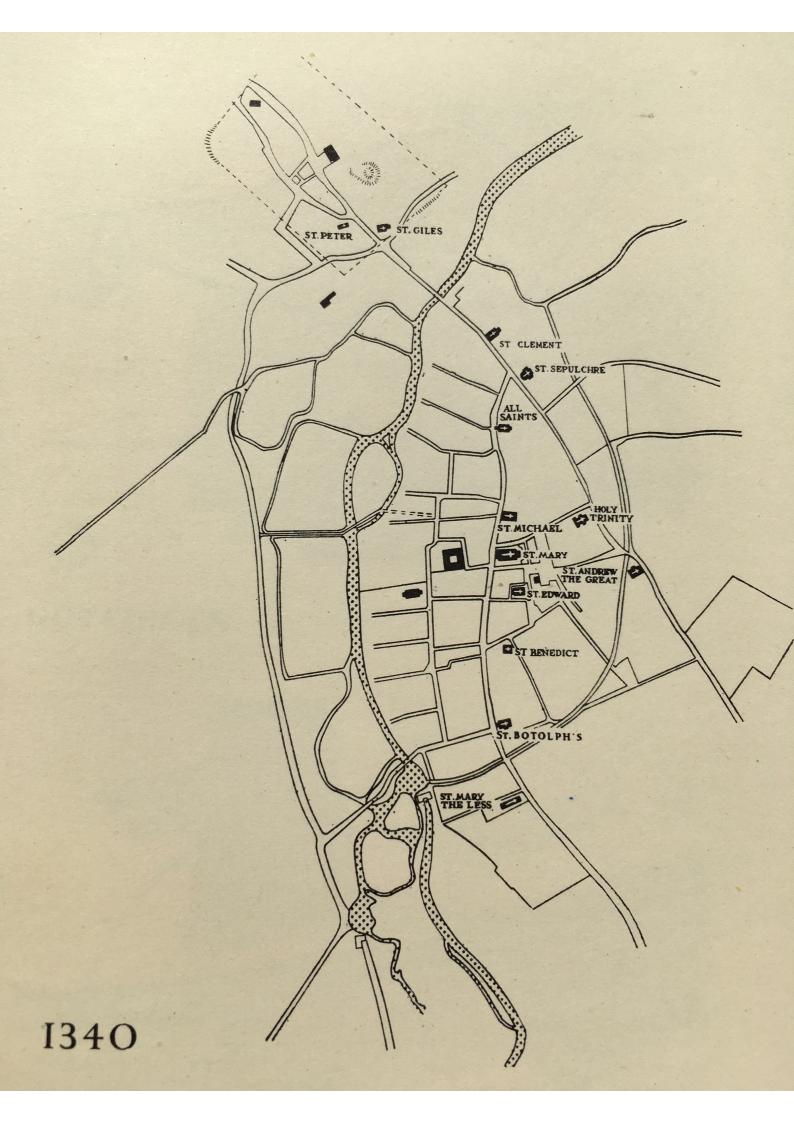
Note: Development to be in accordance with uses shown on the outline plan

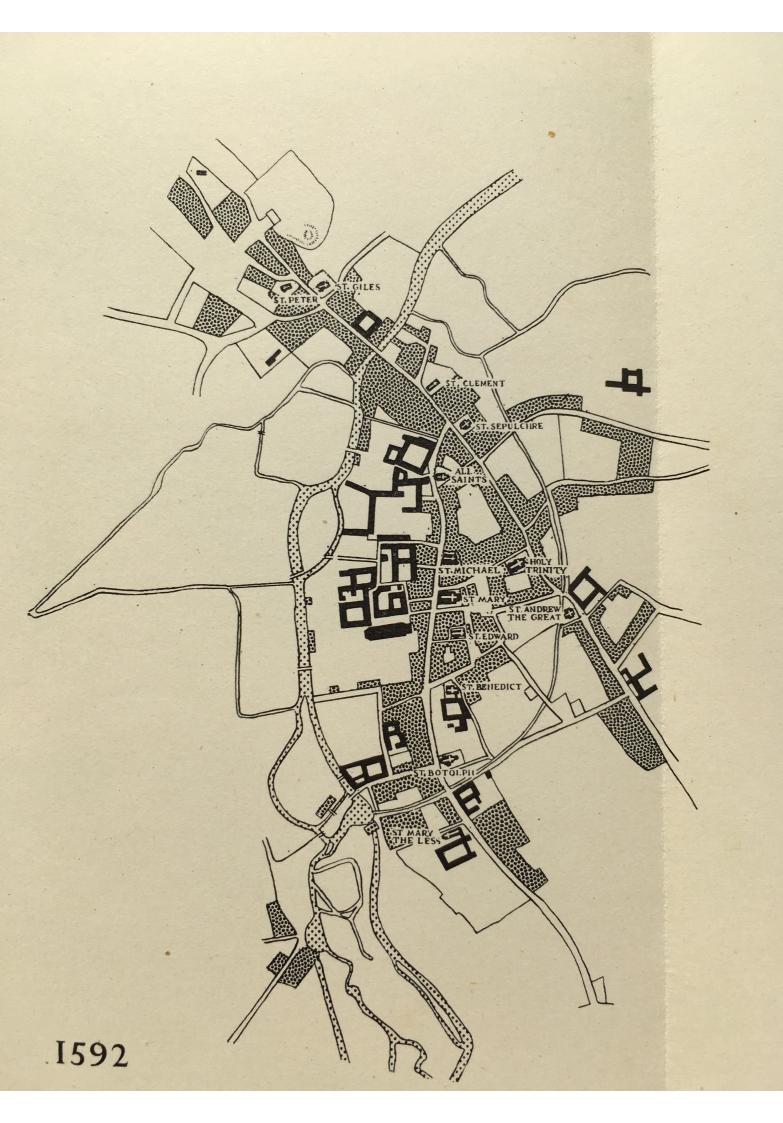
LAND WITHIN THE PROVISIONAL BOUNDARY OF DEVELOPMENT WHICH IS SUITABLE FOR BUILDING

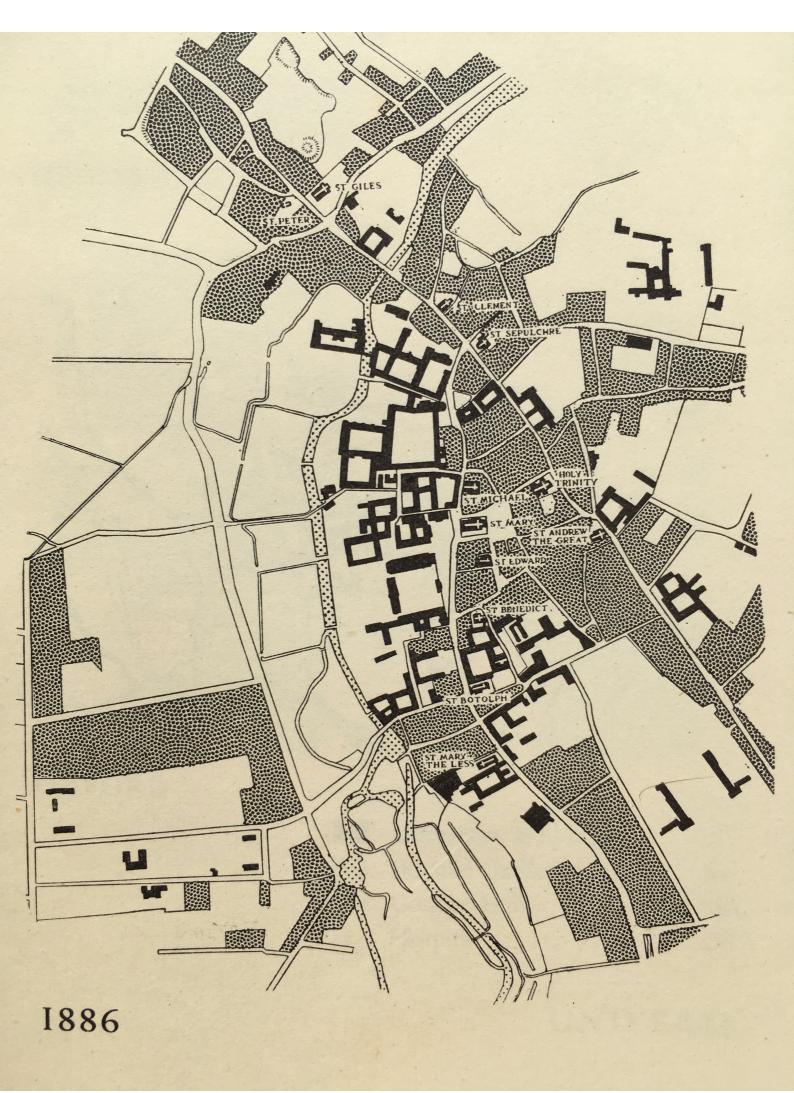


CAMBRIDGE BOROUGH FUTURE POPULATION DISTRIBUTION AND DENSITY









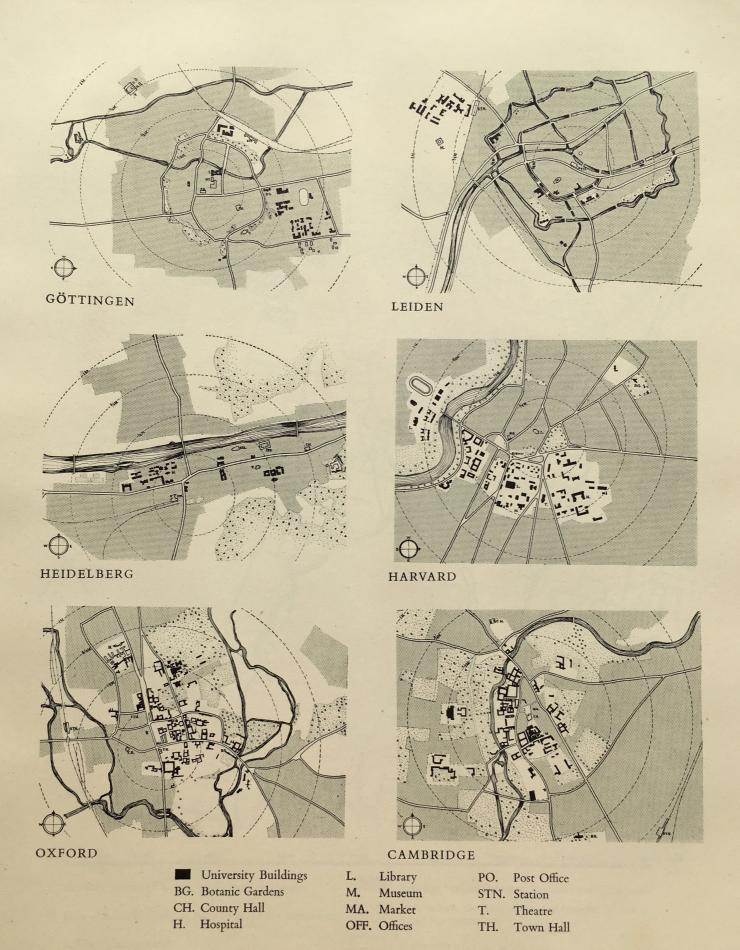


NOTES

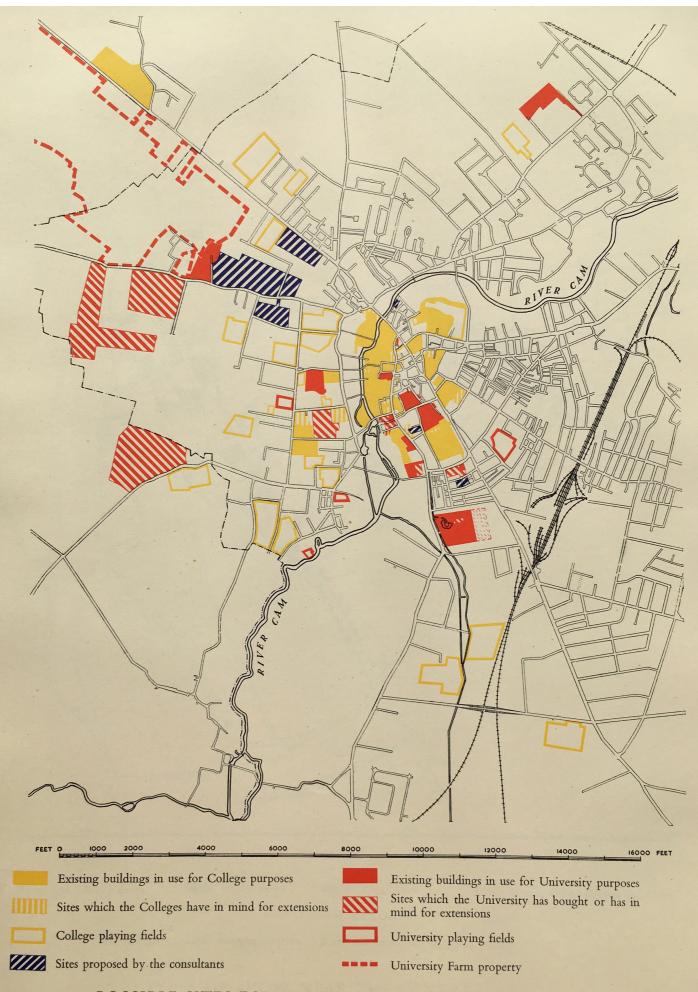
- 1340 from sketch plan by Professor R. Willis, M.A., F.R.S.
- 1592 from plan by John Hamond.
- 1798 from plan by William Custance.
- 1886 from Ordnance Survey Sheet 1888 Edition.
- 1948 from Ordnance Survey Sheet 1927 Edition Revised.

Maps are based on Old Plans of Cambridge, 1574–1798, by J. Willis Clark and Arthur Gray, and also on the Ordnance Survey Sheets.

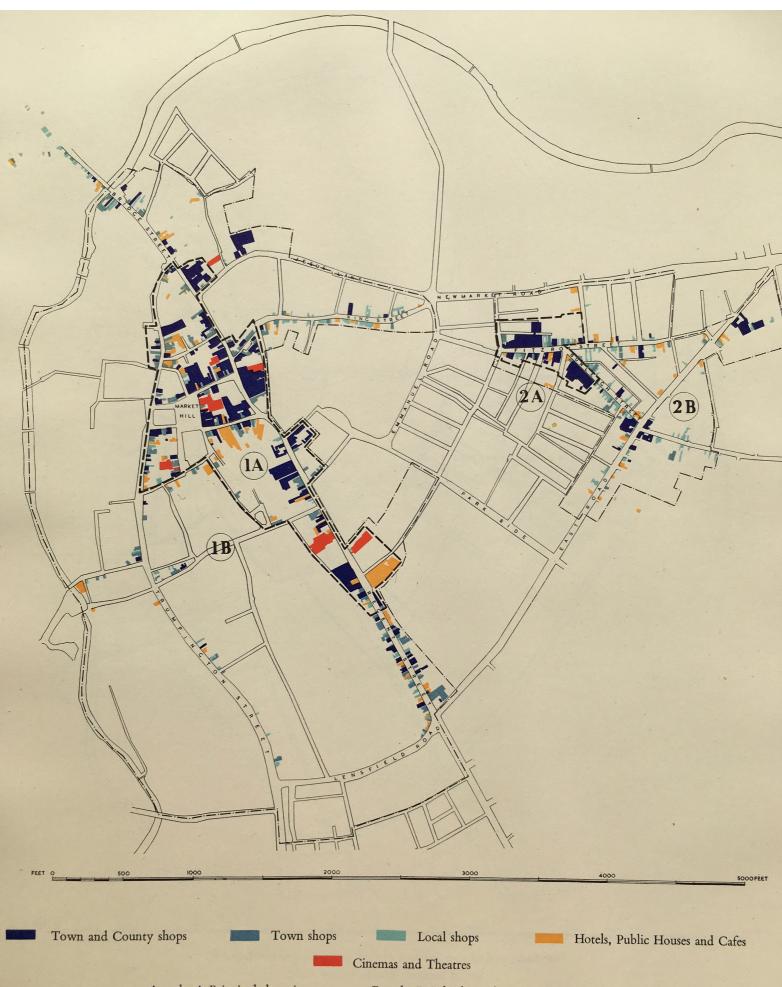
THE GROWTH OF THE CENTRAL AREA



UNIVERSITY TOWNS



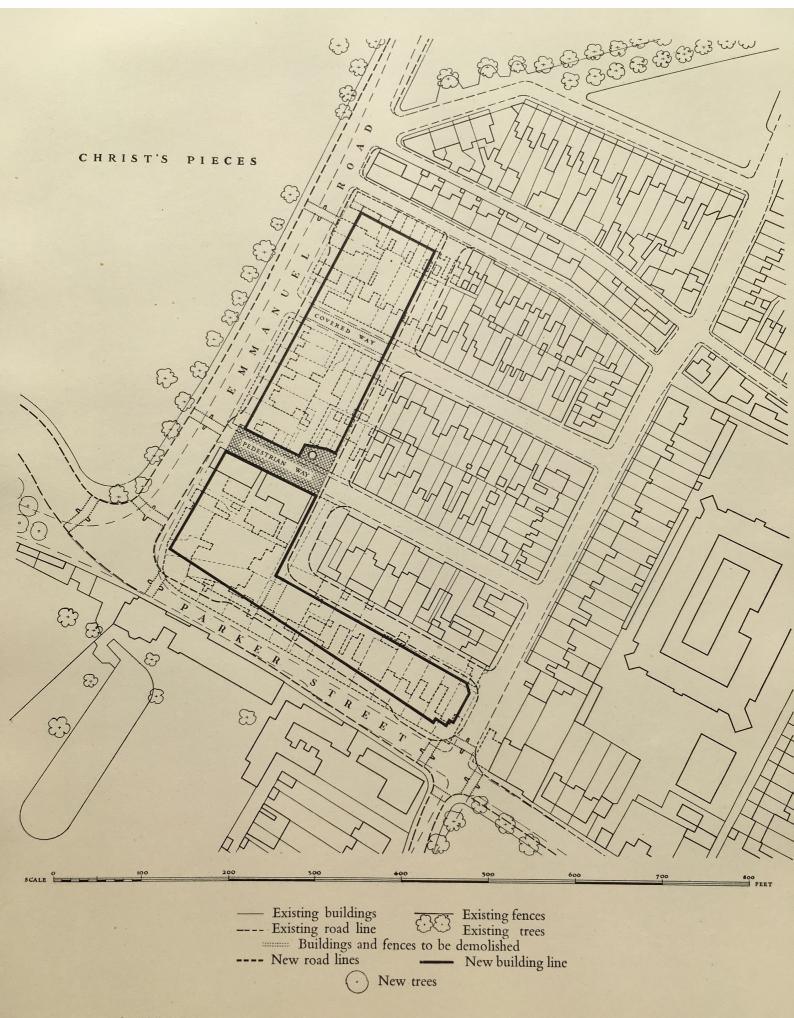
POSSIBLE SITES FOR UNIVERSITY AND COLLEGE EXTENSIONS

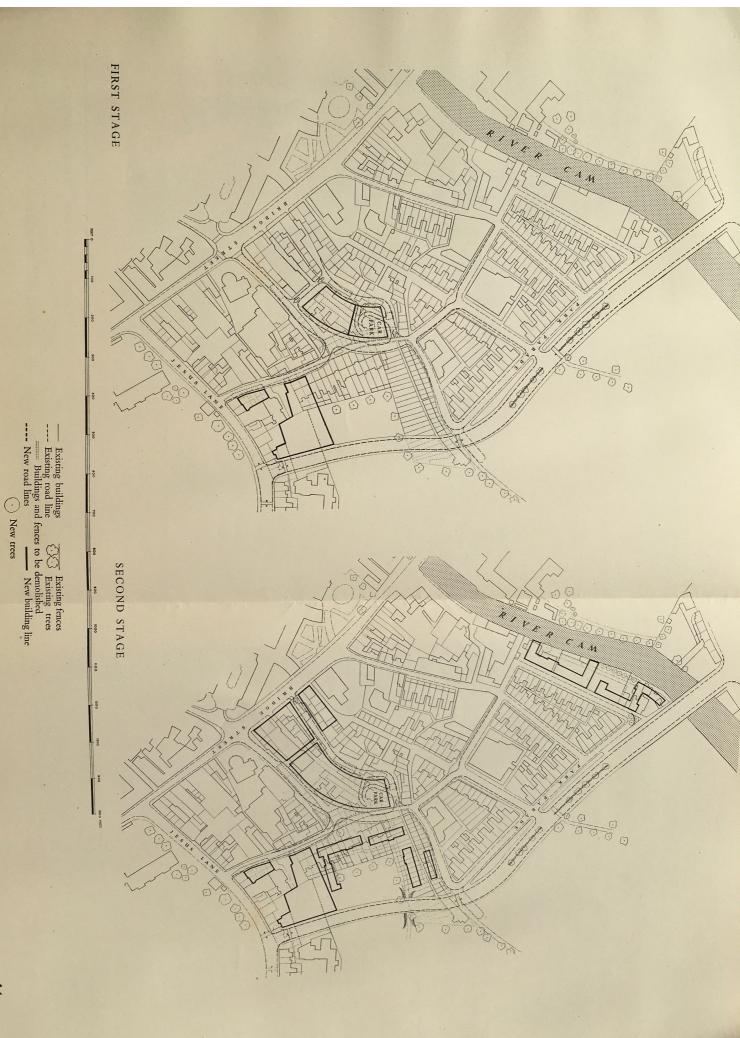


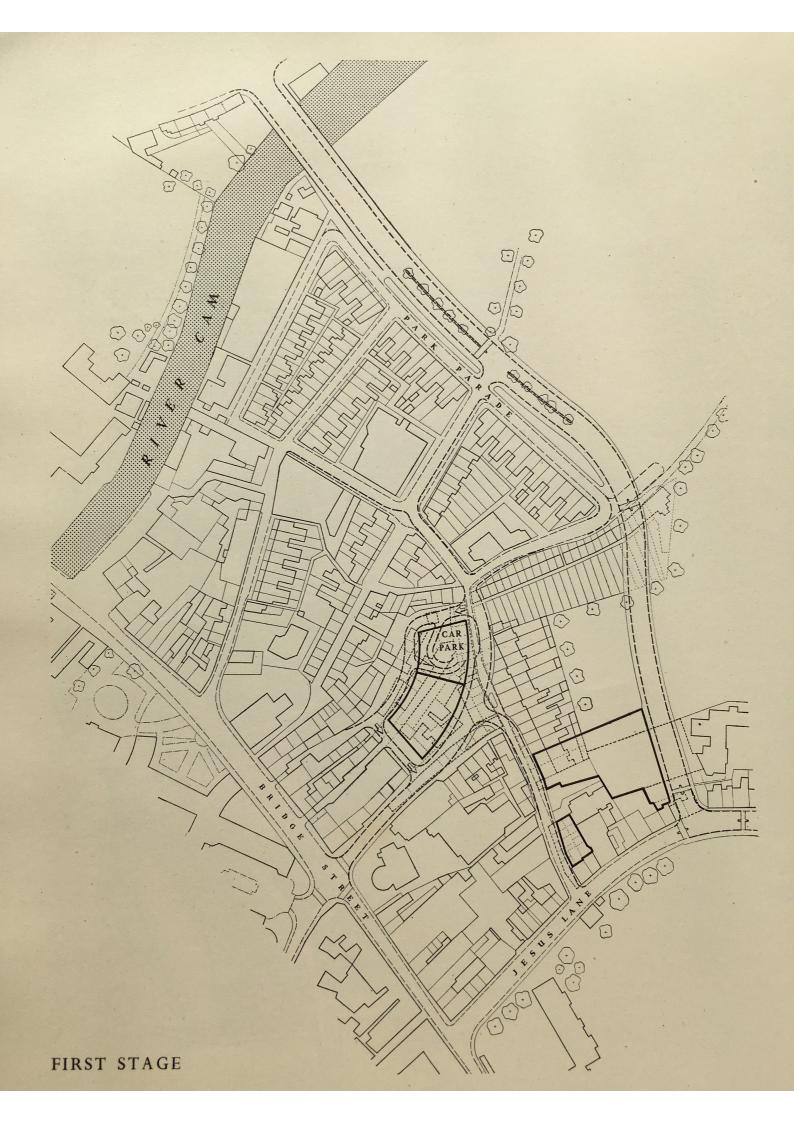
1 A and 2 A Principal shopping centres. 1 B and 2 B Subsidiary shopping centres

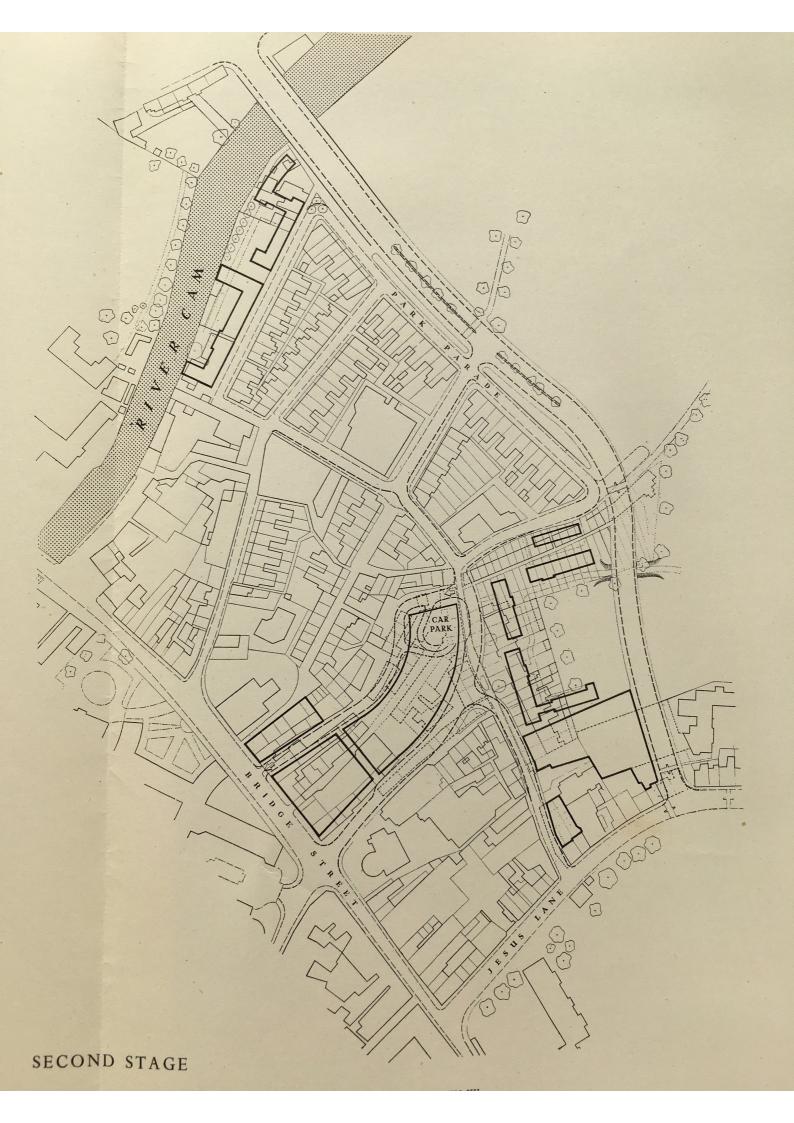


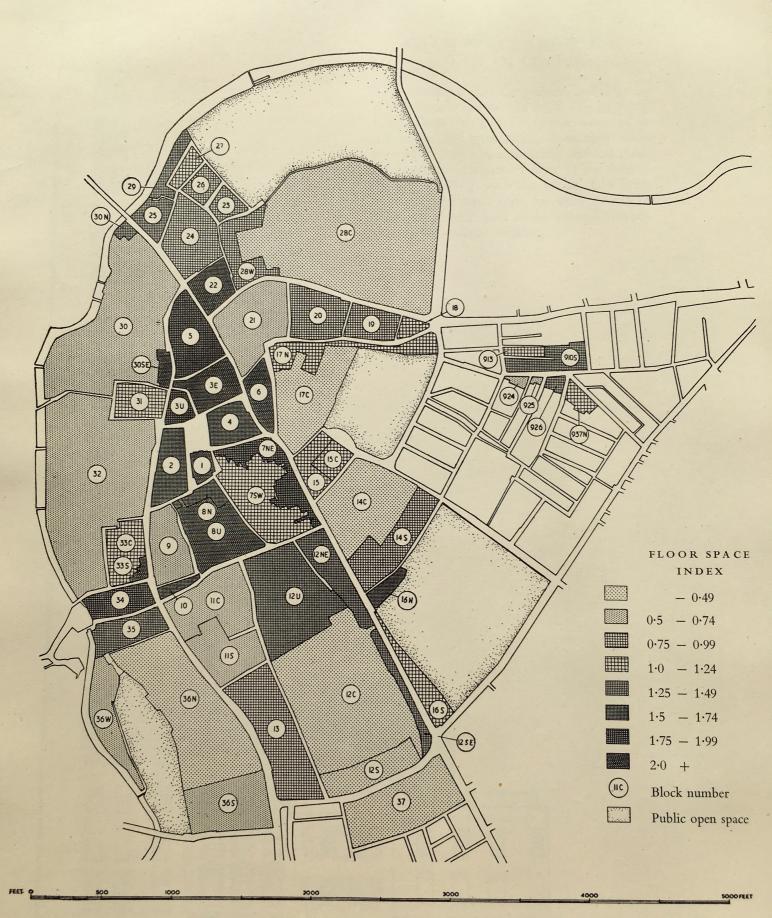
Principal existing shopping centres outlined in a broken black line Main road proposals outlined in red



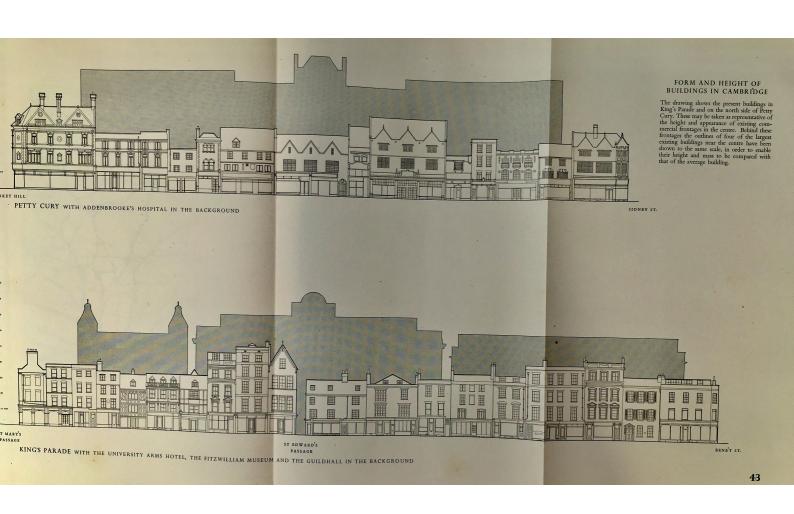


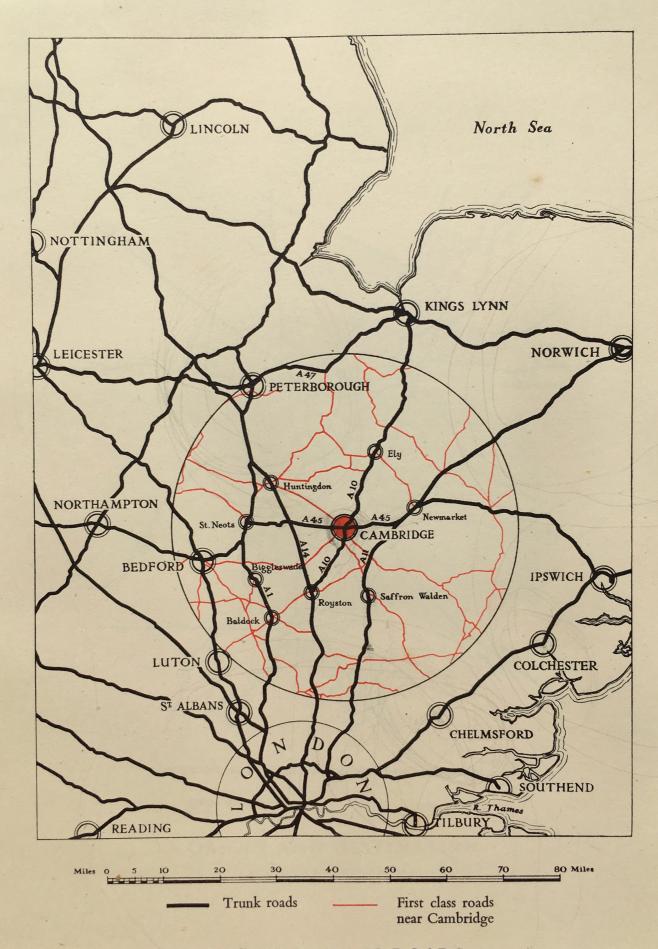




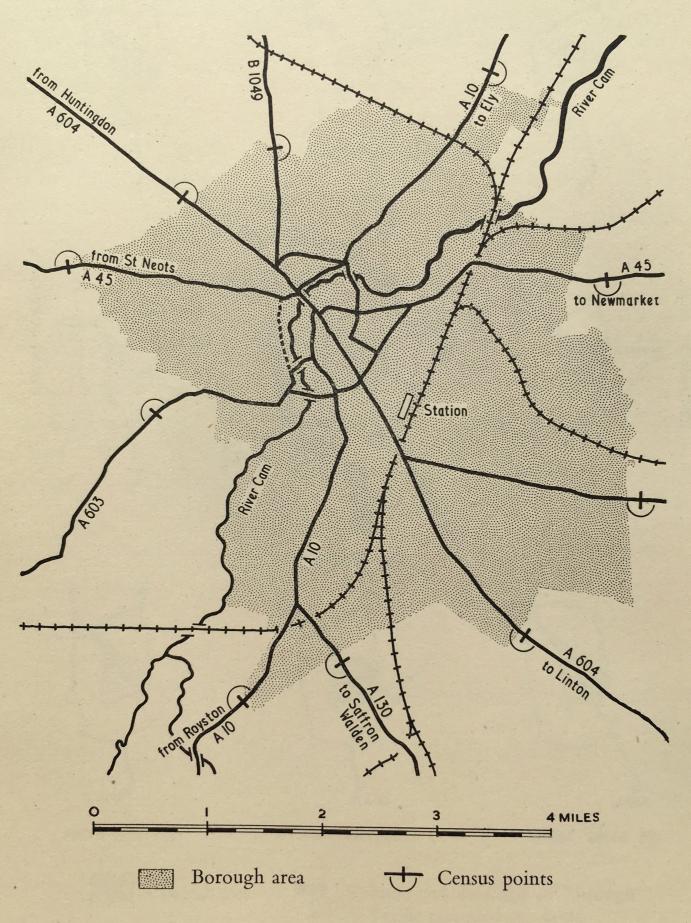


THIS MAP SHOWS COMPARATIVE DENSITY OF BUILDING BY GRADATED SHADING

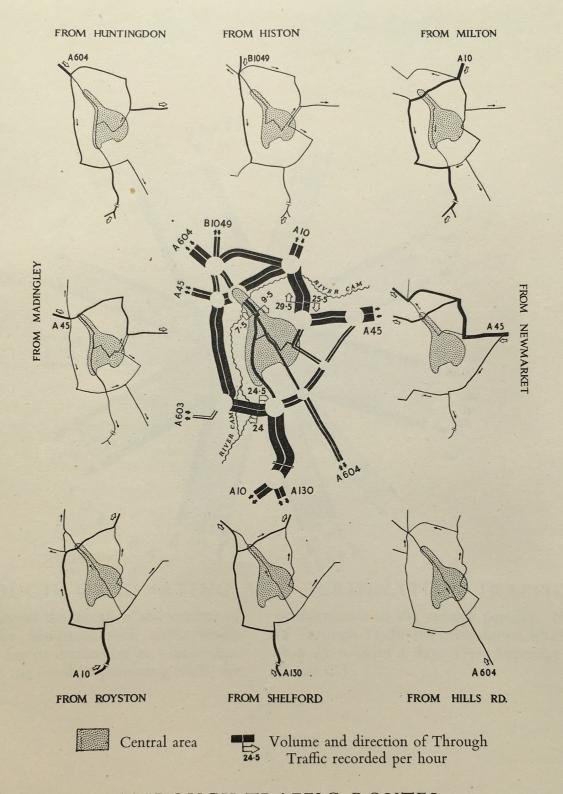




REGIONAL MAIN ROADS



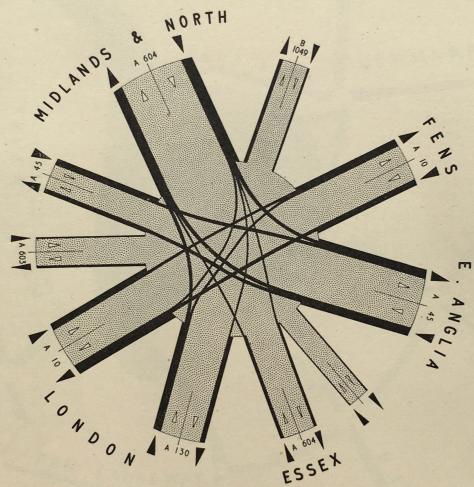
ORIGIN AND DESTINATION
CENSUS POINTS



THROUGH-TRAFFIC ROUTES

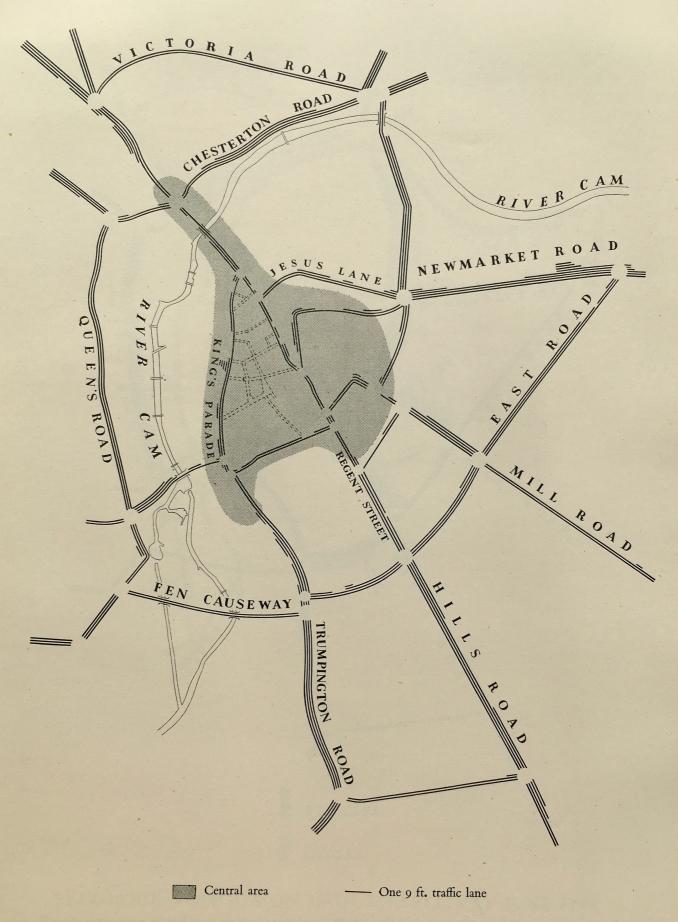
The main diagram shows the relative amounts of Through Traffic on various roads. The eight small diagrams show how the Through Traffic, entering by the eight main roads, moves through the town and keeps out of the Central Area. The

sum of the small diagrams, plus a small amount of traffic from the two minor roads, forms the main diagram. The thickness of bands showing routes taken is proportionate to the amount of Through Traffic on those routes.



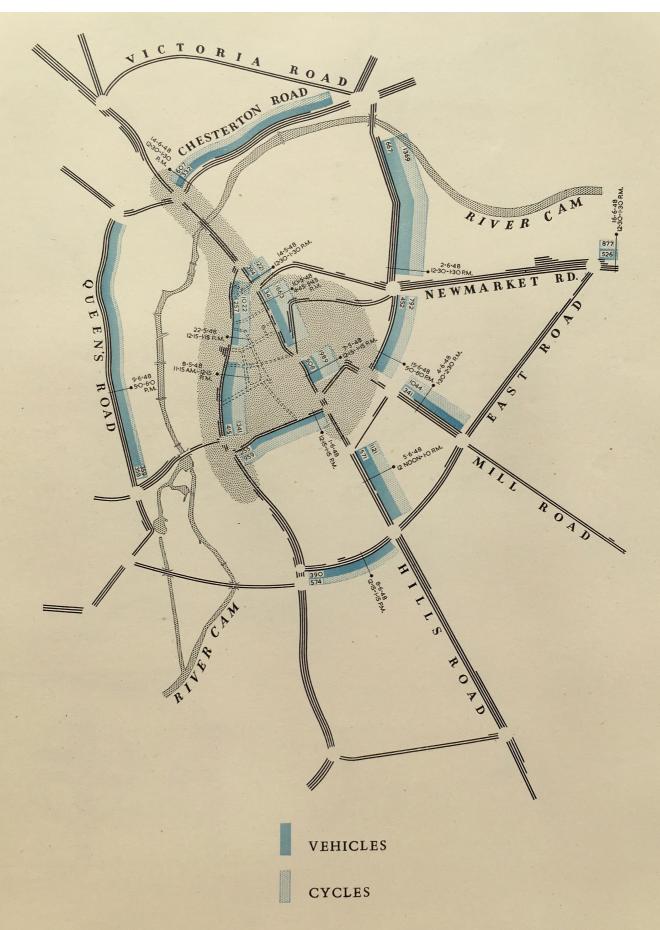
THROUGH, ORIGINATING AND TERMINATING TRAFFIC

This diagram shows the direction and volume of Through Traffic compared with traffic which starts from, or has its destination in, Cambridge. The widths of the bands representing traffic are proportionate to the volume per day. No flow of Through Traffic has been shown which is less than 45 vehicles a day. (See Appendix Tables B and C.)



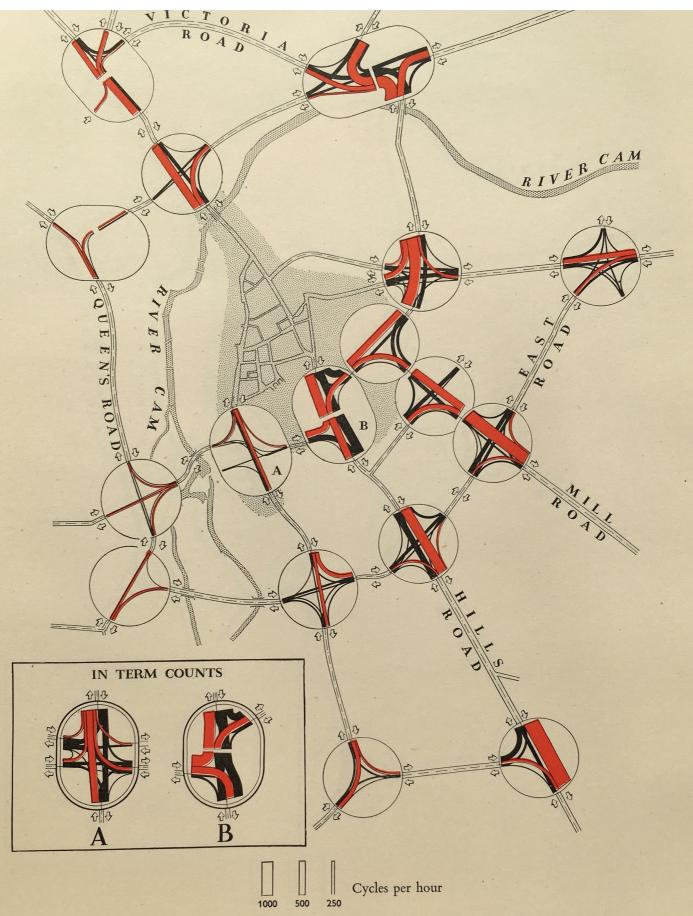
TRAFFIC LANES

This diagram shows widths of carriageways in and near the Central Area in multiples of 9 ft. traffic lanes.



PEAK-HOUR VOLUMES ON MAIN STREETS, MAY-JUNE 1948

Counts were taken on different normal weekdays. Widths of bands are proportionate to the volumes of traffic during the busiest hour on the day of the count.

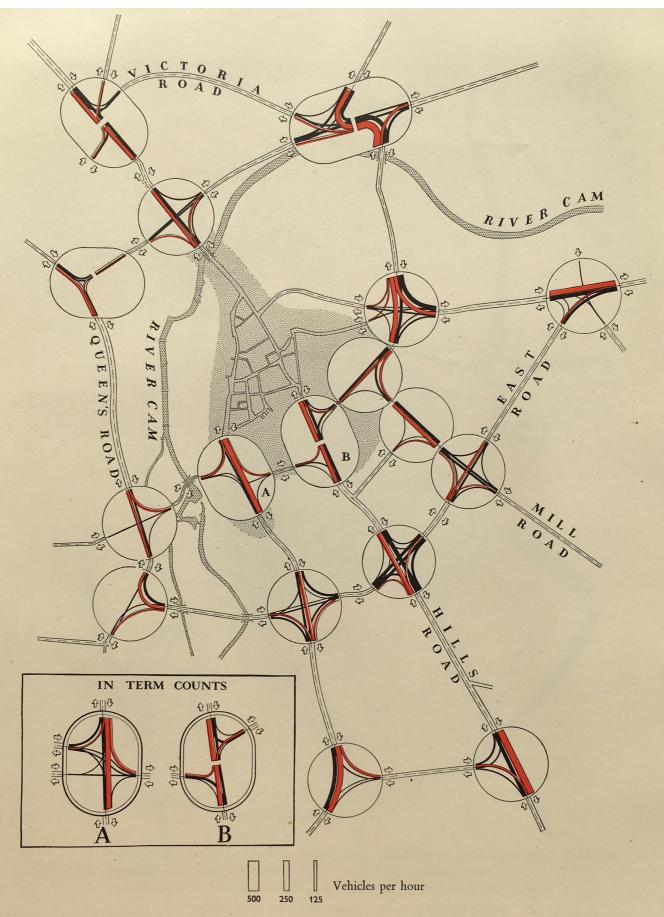


CYCLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



VEHICLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



- · Represents one parked unattended vehicle
- Authorised car parks. Time limit 2 hours plus
- Represents one parked attended vehicle
- Authorised taxi ranks
- Authorised 10 min. unilateral parking area
- Represents number of traffic lanes

Numbers inside car parks indicate number of vehicles parked

CAR PARKING. SATURDAY P.M.

Showing vehicles parked between 2 and 3 p.m. on Saturday, 23 January 1949.



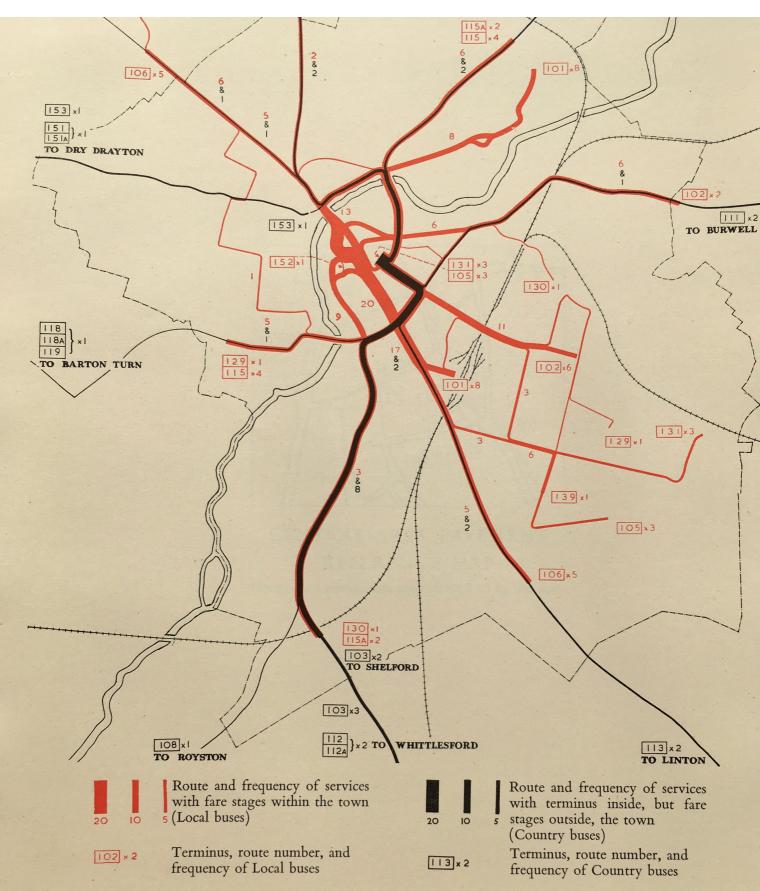
• Represents one cycle

Represents a stack of cycles

Represents the number of cycles where they are too numerous to be appreciated from dots

CYCLE PARKING. SATURDAY A.M.

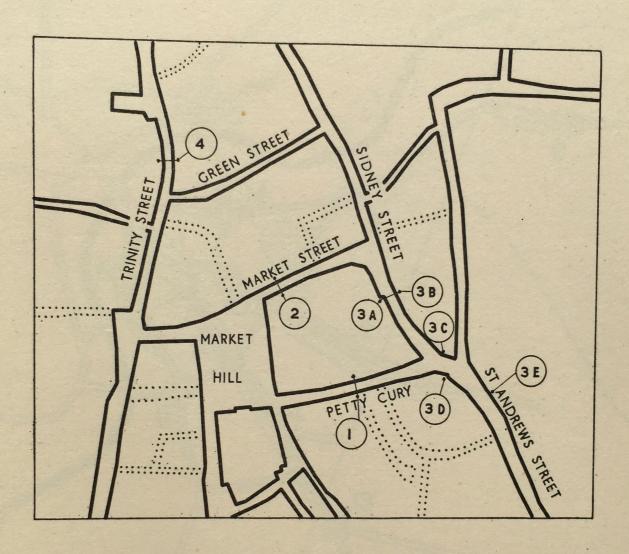
Showing cycles parked between 11 a.m. and 12 noon on Saturday, 23 January 1949.



LOCAL AND COUNTRY BUS ROUTES AND FREQUENCIES

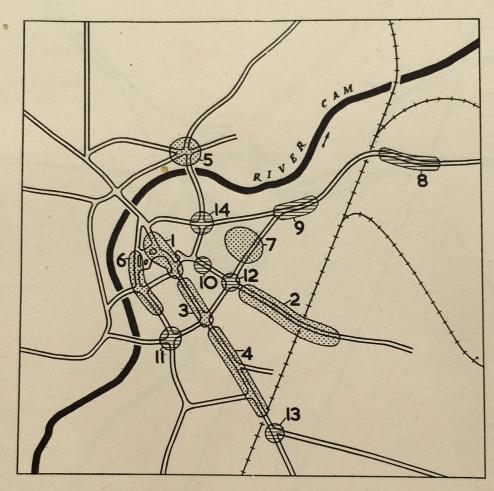
Thickness of lines representing bus routes are proportionate to the number of double journeys per hour on a normal weekday. Red and Black bands are not overlaid: thus, where Local (Red)

buses and Country (Black) buses run along the same route, the combined widths of the two red bands represent the number of double journeys per hour of Local Buses.



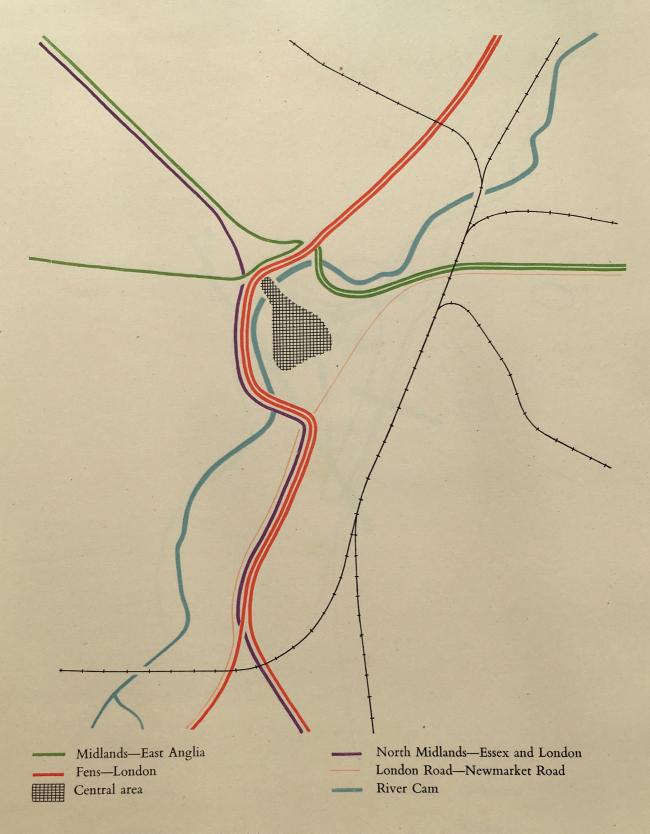
CENTRAL AREA PAVEMENT REFERENCE MAP

Numbered pavements are referred to in the text.

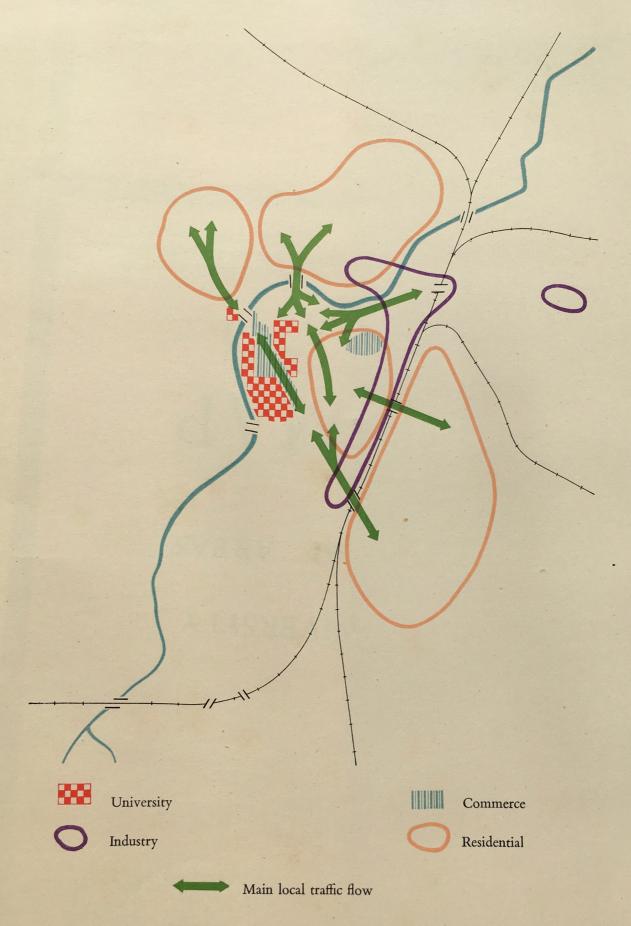


TRAFFIC ACCIDENT REFERENCE MAP

Areas shown are those where accidents are most numerous. Figures refer to comment in the text.



SUMMARY OF THROUGH TRAFFIC FLOWS



SUMMARY OF LOCAL TRAFFIC FLOWS